

Housing Framework

The Housing Framework meets the current and future demands of downtown Lincoln. It brings economic vitality to downtown by fostering 24-hour activity and lively, vibrant streets. Urban dwellers financially help support downtown retail, restaurants and other services.

Housing Demand

Housing in downtown Lincoln – with its easy access to transit and a variety of other goods, services, and activities – is highly desirable to a new demographic. This group includes “empty nesters” – 50 to 60 year-old people moving out of single-family homes – and 20 to 30 year-old urban-oriented singles who prefer downtown amenities to the maintenance associated with detached, single-family dwellings.

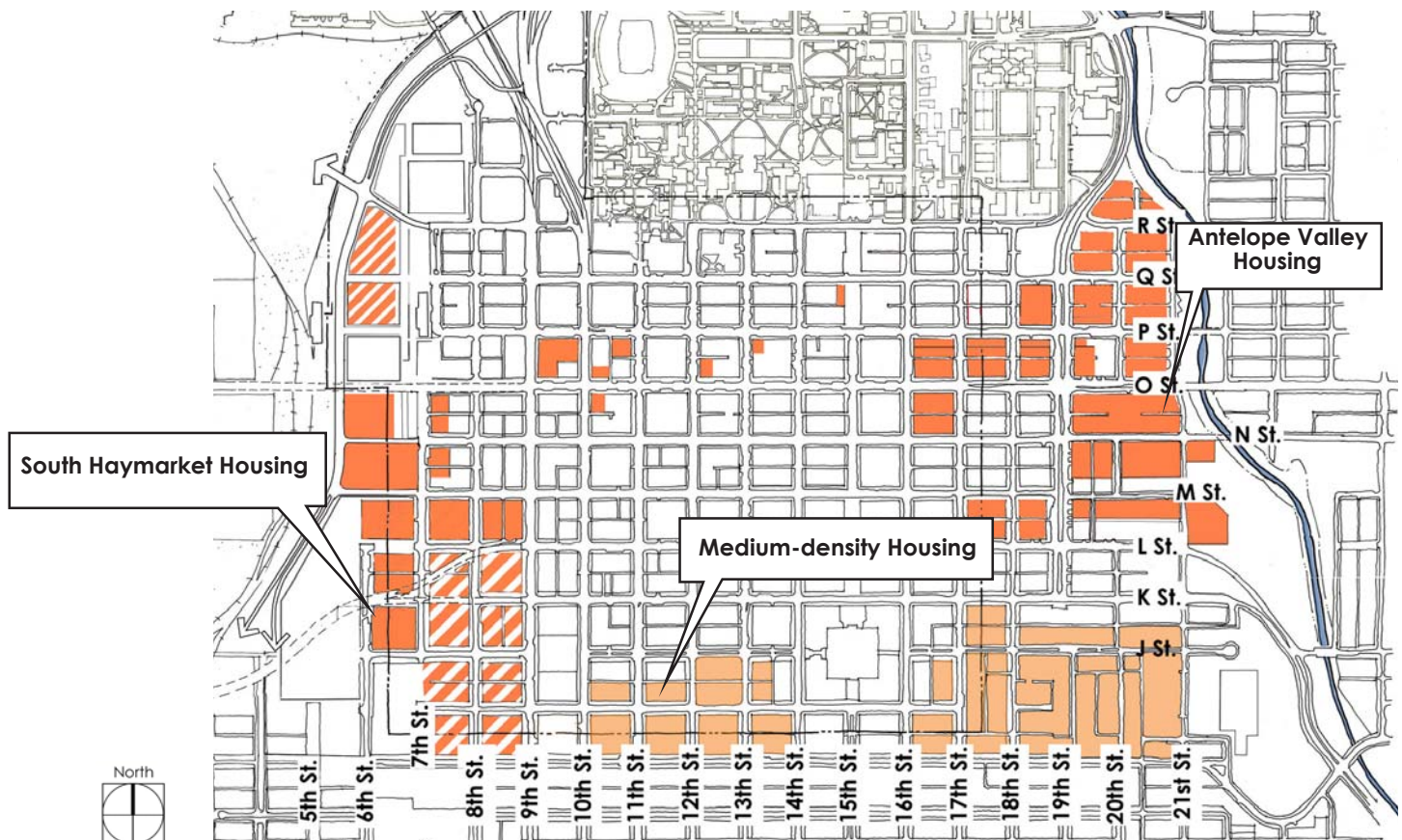
Key requirements

Key requirements for the Housing Framework include providing:

- **A vertical mix** – housing over retail and/or parking.
- **Transit** – located within walking distance.
- **Amenities** – especially nearby parks and open spaces; also neighborhood retail services.
- **Parking** – on-site.

Assuming these requirements are fulfilled, it is expected that Downtown Lincoln will be able to support an additional 1,900 to 2,000 units in one or more neighborhoods by 2025. The market will consist of approximately 75% rental housing (lofts, artist studios and apartments) and 25% owner housing (condominiums and

townhouses). The absorption is projected to average 80 units per year in the near future, climbing to 135 units per year over the 20-year period. The Lincoln Downtown Master Plan accommodates 2,000 units to meet this demand.



Housing Framework Diagram

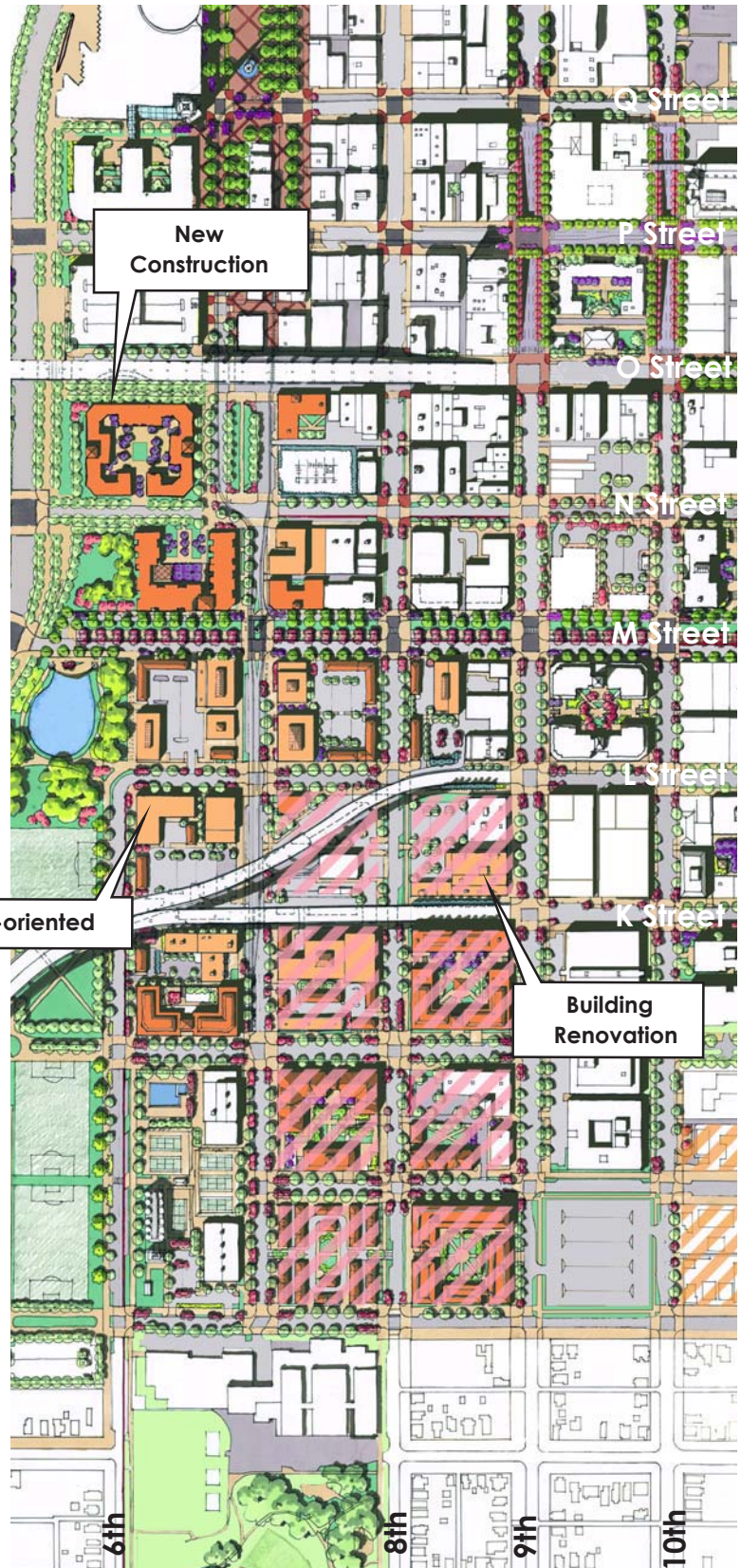
High-density Housing

The south Haymarket District affords a unique opportunity to develop a significant amount of urban housing. The area – bounded by the Harris Overpass, G Street, the railyards and 9th Street – offers significant benefits:

- **Industrial or warehouse buildings** – many existing and historic buildings (such as the K Street Power Station) can be preserved and converted to a higher and better use.
- **Underutilized or vacant parcels** – including a significant number of sites that accommodate infill, high-density construction.
- **Amenities** – planned transit, new parks, stores and services within easy walking distance.
- **Innovative housing opportunities** – work-live, “artist lofts” or other unique housing types that are likely to occur only in older, underutilized buildings.



South Haymarket District



Potential High-density Housing

UNL-oriented Housing

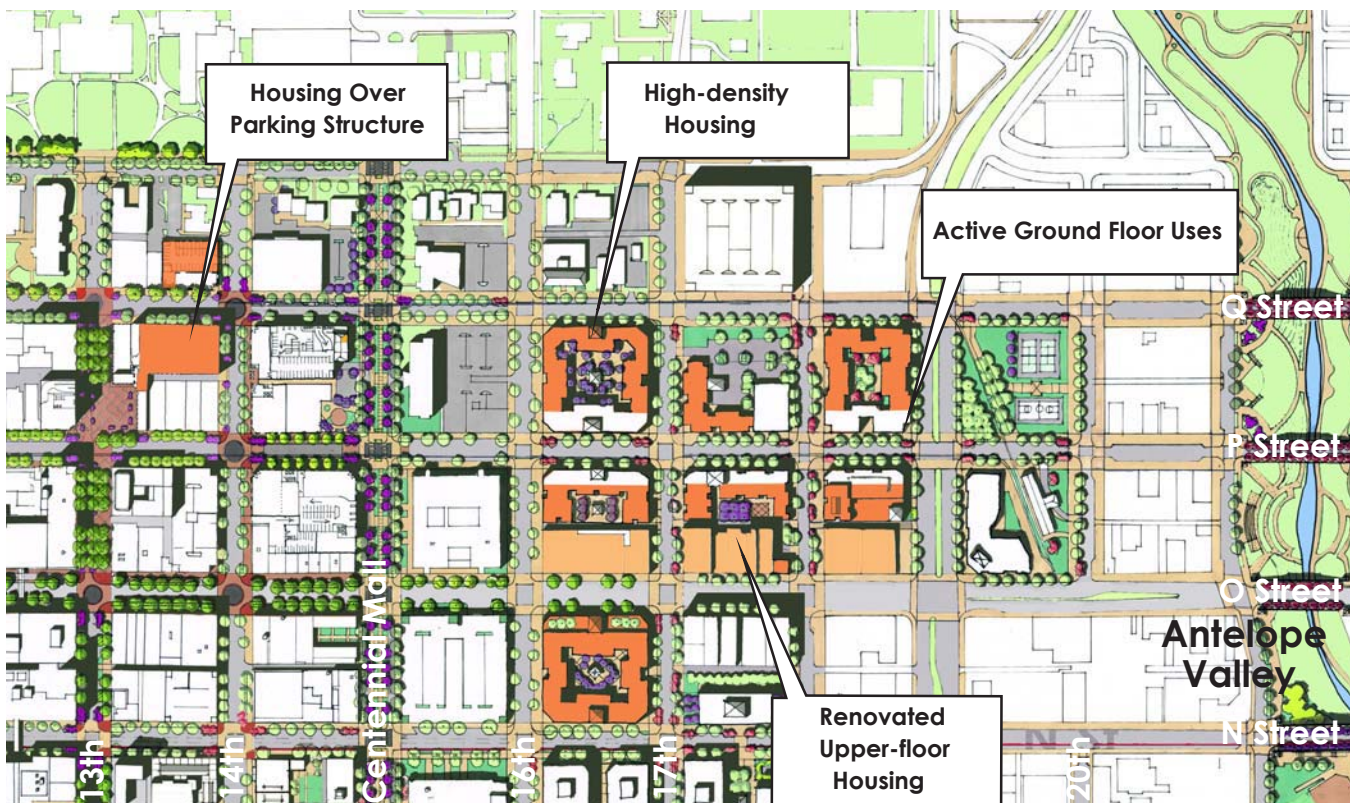
Areas adjacent to the University of Nebraska-Lincoln's downtown campus provide prime opportunity sites for housing that is oriented to students, faculty, staff and alumni.

The university, alumni association and development interests should capitalize upon national trends that indicate similar housing being built in "town and gown" zones in university cities

such as Knoxville, Tennessee and State College, Pennsylvania.

The university-oriented housing should:

- **Have an urban character** – front doors facing the street; parking internalized or below-grade.
- **Respect the existing downtown street grid** – new blocks fitting the prevailing pattern of streets; no "super blocks."
- **Ground floor active uses** – in buildings developed along P Street.
- **Parking** – integrated into each building or housing unit; separate or shared parking structures should be discouraged.

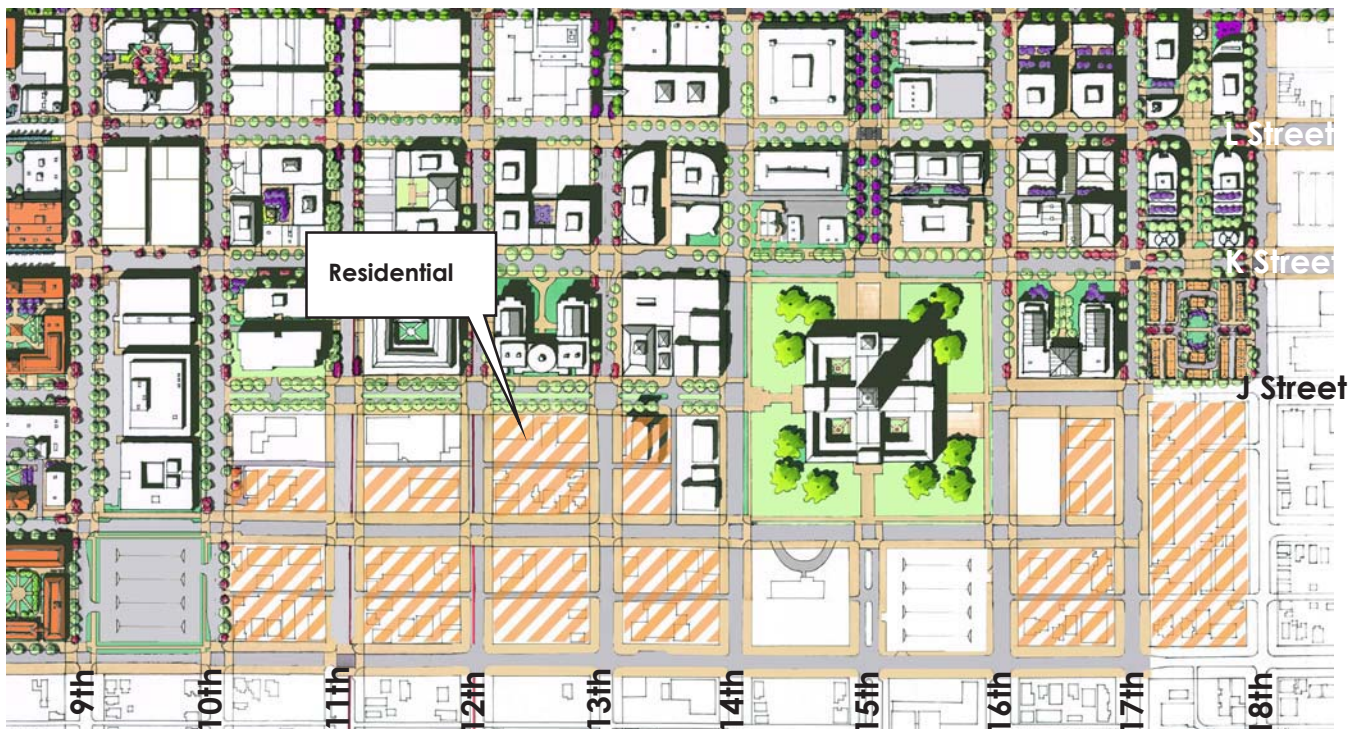


Example Housing Types

Medium-density Housing

Rowhouse or other attached housing should be encouraged along the southern edges of downtown. This housing should:

- ***Be compatible with its neighbors*** – scale, massing, materials and forms that create appropriate transitions to adjacent residential, office, and government uses.



Potential Medium-density Housing

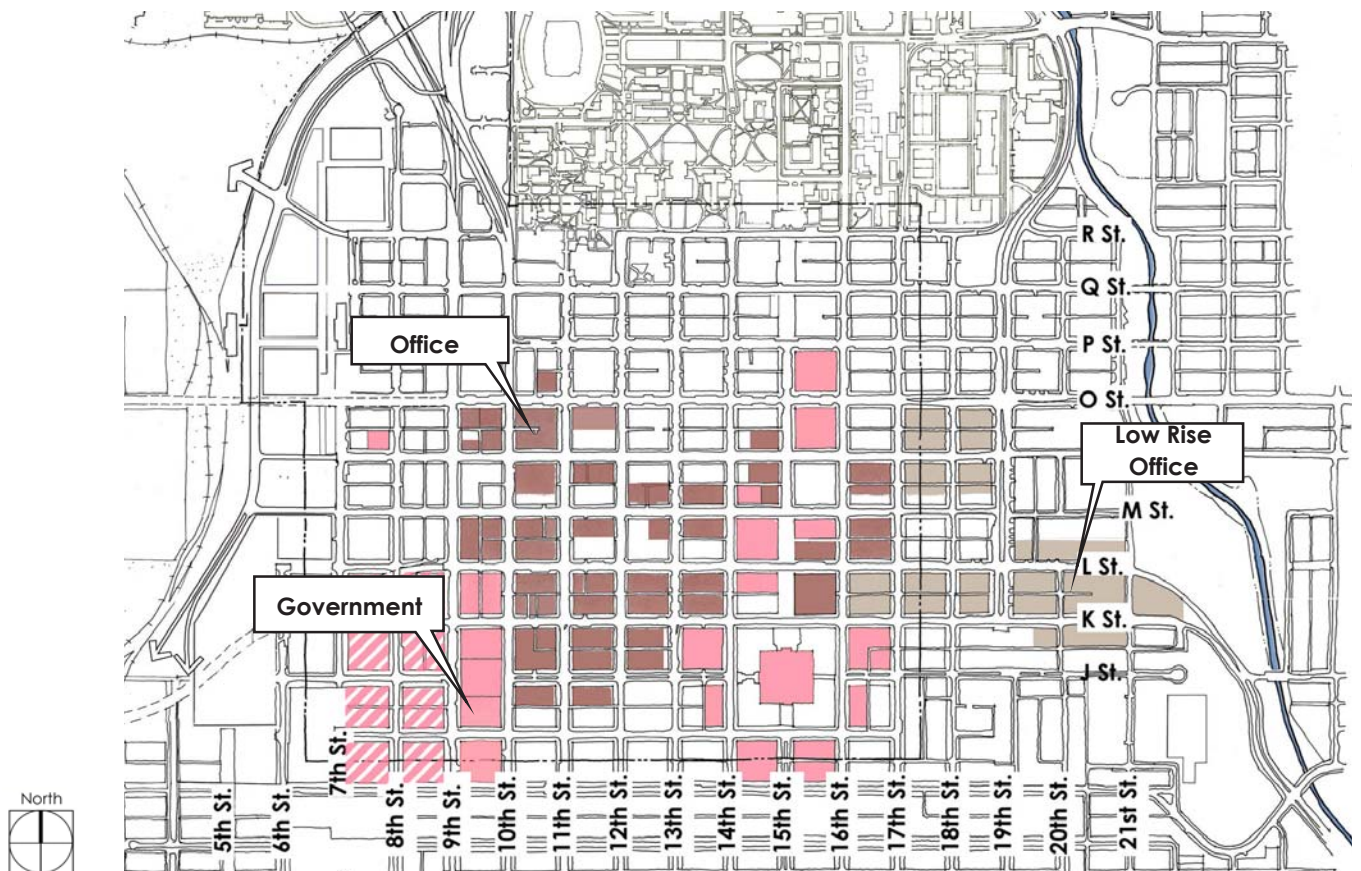
Employment Framework

The Employment Framework provides new office development sites with floor plate sizes and configurations to attract “Class A” tenants.

The framework easily accommodates projected demand for an additional 2.3 million square feet of office space in downtown by 2025, and builds on Lincoln’s financial, government, institutional and education-related uses and districts.

The framework provides:

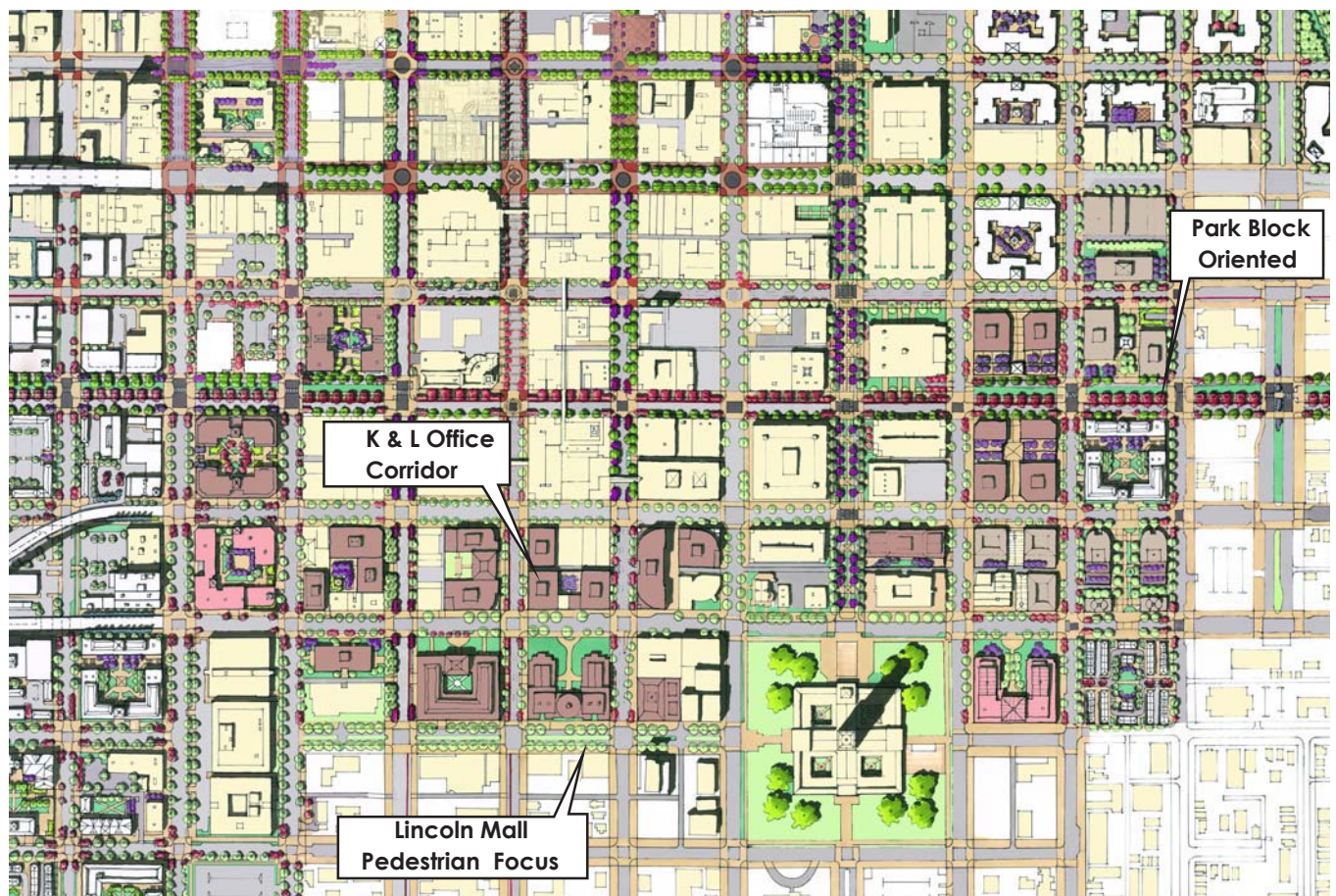
- **Easy walking distance to services** – transit as well as retail and business services within quarter-mile of offices.
- **Parking** – sufficient, convenient spaces.
- **Nontraditional live-work job opportunities** – within renovated or new mixed-use buildings.



Employment Framework

The framework focuses new employment development in parts of downtown where that is already the focus:

- **Expands Capitol Environs** – strengthens and adds to existing government-related employment uses near the Lincoln Mall and Centennial Mall corridors.
- **K and L Streets** – Provides for expansion of financial and other office uses along this corridor.



Potential Office Development

Downtown/Antelope Valley Framework

A healthy downtown supports and is supported by its surrounding neighborhoods. At its eastern edge, Downtown Lincoln abuts the Antelope Valley area, and this junction is of crucial importance to both of these essential parts of Lincoln.

Compatible Land Uses

The adopted Antelope Valley redevelopment plan maps the area between 17th Street and the new Antelope Creek channel/ park as serving a generalized “Mixed Use,” but describes more specific concepts in the text. The Downtown Master Plan incorporates these more specific uses with some further detail.

Residential Mixed Use

The predominant land use emphasis in the area of Antelope Valley on the east side of downtown should be residential. The area provides great

opportunities for a variety of housing types unique in Lincoln and supportive of both their adjacent residential neighborhoods and of downtown.

The downtown master plan suggests that higher residential densities may occur between R and M Streets.

Along O and P Streets, residences might occupy upper floors above commercial uses at street-level.

A mix of residential and office/research uses are encouraged where Antelope Valley abuts the University’s research facilities, especially between 17th & 19th Streets from O to R Streets.

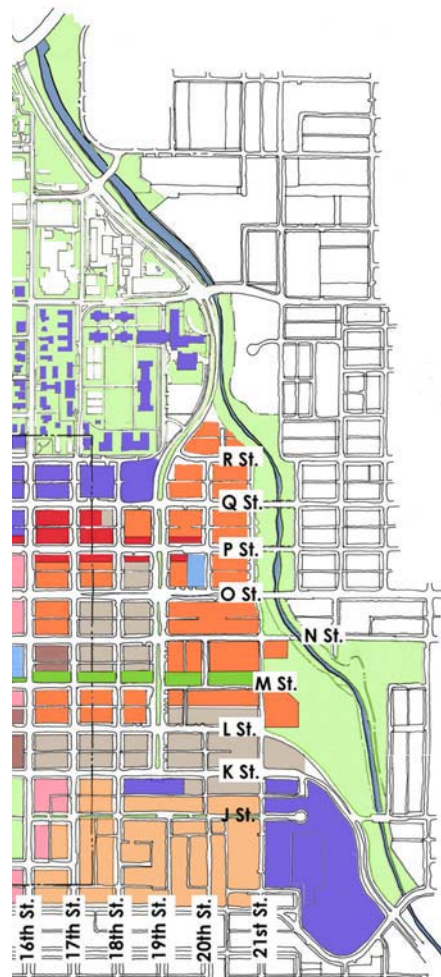
The “entry corridor” of Capitol Parkway along K and L Streets is appropriate for both residential uses and low-rise office buildings.

Parking Opportunities

Both Downtown and Antelope Valley will benefit by continued study and coordinated planning of city, private, and university parking facilities.

Legend:

- Retail
- Marketplace
- Restaurant/Entertainment
- Office
- Government
- Low Rise Office
- High Density Residential
- Medium Density Residential
- Education
- Arts/Cultural
- Civic/Convention/Arena/Conference
- Festival/Event Spaces
- Civic Square
- New Parks and Open Space
- Existing Parks and Open Space
- Parking Structure



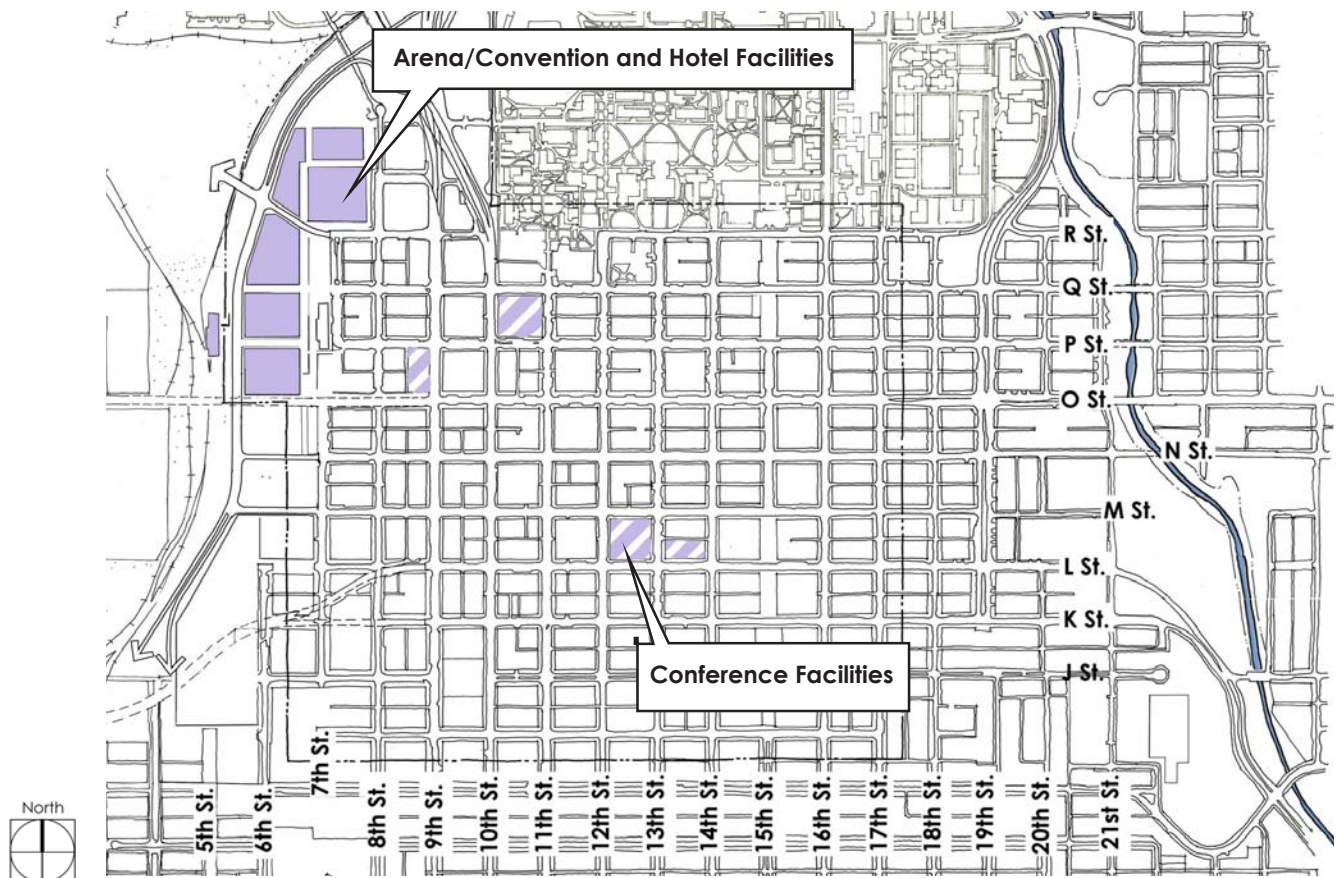
Convention, Arena and Conference Center Framework

Several locations in the Downtown offer a significant opportunity to provide arena, convention, and headquarters hotel facilities. A Mayor's Task Force study will be completed to provide guidance on the exact location.

Currently Lincoln has limited convention and meeting space, lacks a convention "headquarters hotel," and its Pershing Auditorium is too small and dated to compete with other venues in the region.

The framework provides a strategy for the clustered development of venues that can meet these needs. The framework can accommodate (at a minimum):

- **12,000 to 18,000 seat arena** - redevelopment of the existing post office offers adequate building site footprint (up to 600' x 600').
- **New convention center** - development of a new medium-sized "flat floor" facility plus ballroom and "break-out" meeting rooms, with opportunity for expansion of these uses.
- **Headquarters hotel** - attached with an all-weather connection to the convention center and arena.
- **Parking structure** - efficient, easy-to-use layout with minimum 240'-wide floor plate containing four bays.
- **Conference Center Expansion** - Planned expansion of The Cornhusker Hotel by Marriott to the east or south.



Convention, Arena and Conference Center Framework

Mutual Benefit

Clustering these new venues in the West Haymarket area would also mutually benefit existing nearby uses:

- **Athletic facilities** – Parking and other facilities could be shared with Haymarket Park and the UNL Memorial Stadium, strengthening each.
- **Haymarket District** – dining and entertainment establishments would gain an influx of new patrons within walking distance.
- **P Street retail corridor** – primary downtown shopping district also within walking distance of this new customer base.
- **Downtown “edge” location** – would be an advantage for these facilities; with their large footprint, inward-orientation, and limited hours of operation, they can create “dead zones” and pedestrian-unfriendly edges. Located on the edge of the railroad, these impacts would be minimized.

The framework would require some changes to the existing site area:

- **Right-of-way acquisition** – of railroad property.
- **Relocation of rail tracks and station** – Amtrak station and BNSF railroad tracks would have to be moved approximately 400'-500' west of their current locations.
- **Consider relocation of main post office to new Lincoln location** – facility would be demolished and relocated elsewhere in Lincoln; alternatively, the existing facility could remain and integrated into redevelopment plans.
- **New roadways** – to provide direct and convenient access for automobiles and trucks, thereby minimizing traffic impacts on the Historic Haymarket District.



Proposed West Haymarket Development

Education/UNL Framework

The University of Nebraska-Lincoln, other educational institutions, and downtown businesses and residents alike can benefit from working with each other and coordinating their development plans.

Mutual Benefit

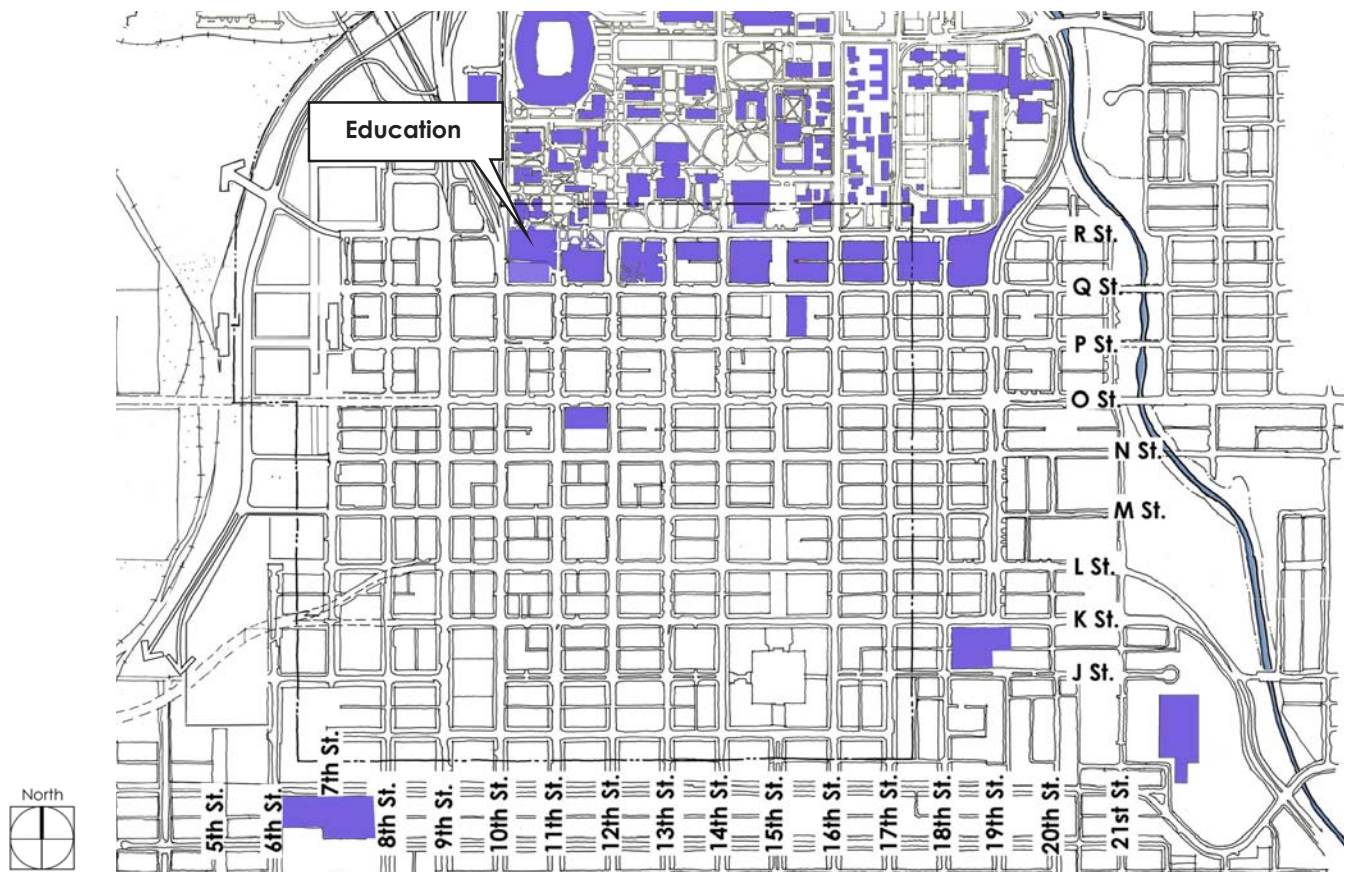
The location of a university directly adjacent to a thriving downtown can provide benefits for all parties:

- **A unique recruiting tool for the University** – downtown can help attract a student body that values the urban services and amenities which are becoming more important to students nationwide. University of Kansas in Lawrence and the University of Colorado in Boulder are two such examples.
- **An underserved market for downtown to reach** – businesses that focus on university students, faculty and staff are currently lacking in Lincoln. Development of these within walking distance of the University is a vast market for downtown to capitalize on.
- **Encourages development of a mix of compatible uses** – student housing, arts, administration and similar uses should be encouraged in this “campus zone” of downtown.
- **Pedestrian orientation** – New development should emphasize a pedestrian-friendly environment in planned infrastructure improvements such as the downtown promenade loop, which contains a segment on R Street by the campus.
- **Enhances urban character** – increased density and lot coverage are encouraged as opposed to low, sprawling new development.

A Strategy for Integration

The Education/UNL Framework establishes a strategy for the integration of the University of Nebraska-Lincoln downtown campus needs and facilities into downtown Lincoln. The framework:

- **Incorporates the “zipper zone” envisioned in the campus master plan** – the blocks between R and Q Streets where town and gown overlap would be supported and enhanced.



Education/UNL Framework

Arts and Cultural Framework

Downtowns thrive when they meet the needs of all potential users. And national surveys indicate that visitors and tourists constitute 25% of users of businesses and facilities in successful downtowns. These groups often come to downtown to use or attend special events at arts and cultural venues.

Lincoln is fortunate to have a core of successful public and private art and cultural venues, such as the Lied Center, the Sheldon Memorial Art Gallery, the Center for Great Plains Studies Art Gallery, and the Children's Museum, that attract people to the city.

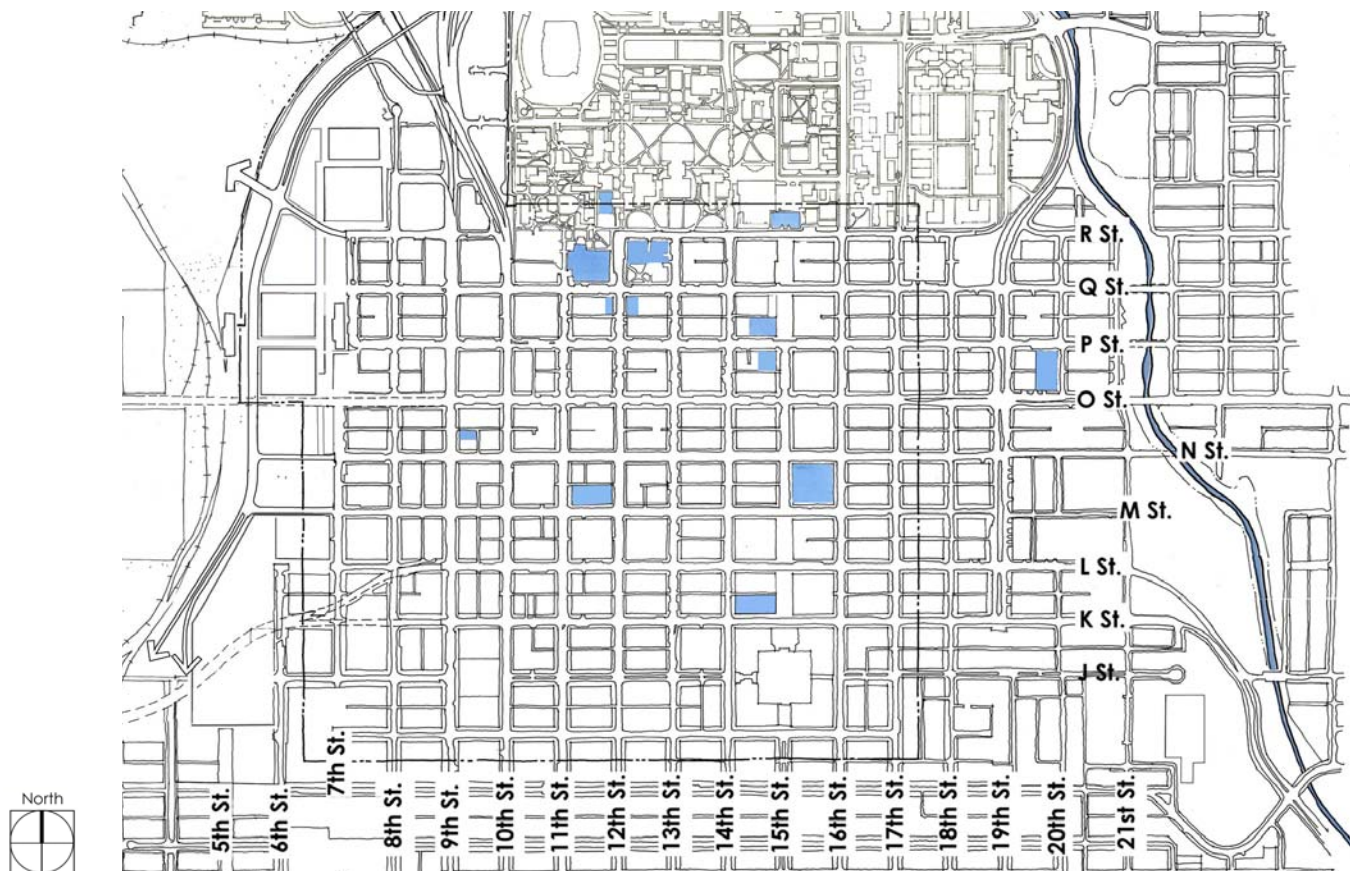
The arts and cultural framework is intended to:

- **Cluster arts and cultural uses** – 12th Street and Centennial Mall are

planned as the primary corridors for public arts and cultural facilities. Development or redevelopment of buildings should emphasize visual and performing arts and supporting uses such as art galleries and art supply stores.

- **Strengthen the Haymarket District** – already home to a number of art galleries, the district would be bolstered by additional galleries as well as art studios and “artists lofts.”
- **Provide for the relocation of the library** – The framework reflects the preferred relocation of the Downtown Bennett Martin Public Library to the current Pershing Auditorium site - as the Library Board recommends.

- **Provide facilities for the Nebraska State Historic Society** – currently the Society occupies over 200,000 SF of space spread across downtown. Consolidation and development of a new Nebraska History Museum along Centennial Mall is encouraged.
- **Provide for festivals** – rights-of-ways may become venues for events staged by organizations such as the Updowntowners (see the Festival/Events Public Realm Framework for additional details).



Arts and Cultural Framework

Parking Framework

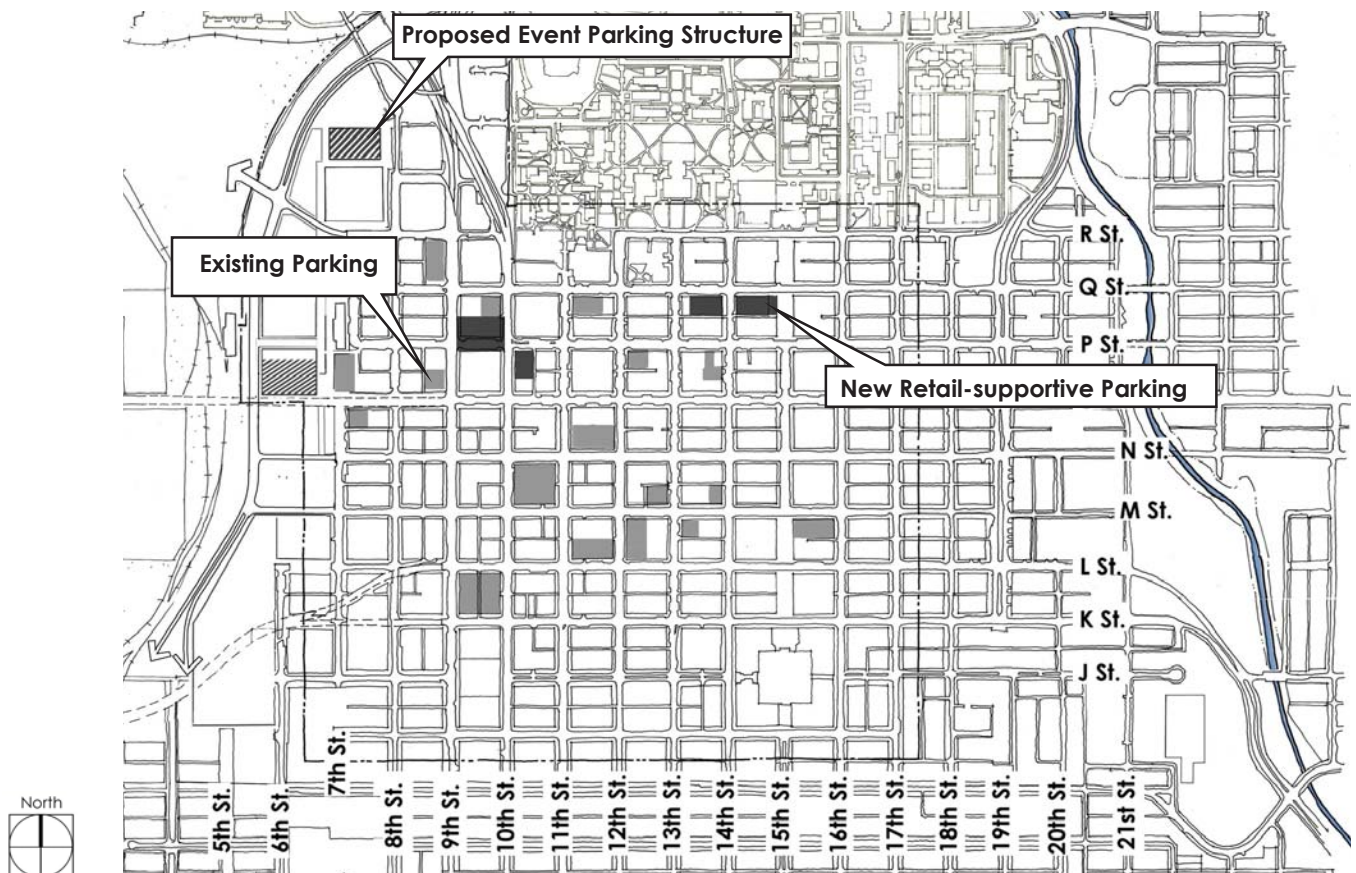
The downtown parking facility is a city's "front door," leaving a lasting impression on visitors and residents alike. It is simply good business sense to provide parking that welcomes the shopper and supports the retail framework.

Shopper-friendly Parking

It is a common phenomenon that a downtown provides more than ample parking to meet demand, but that the perception remains that "there's nowhere to park." Parking must be easy to locate and easy to use, locking into the retail core, for it to facilitate downtown activity.

Parking structures should provide:

- Convenient access to the primary retail street.
- Active uses at the ground floor including corner entries to shops.
- Facades compatible with adjacent uses.
- High-quality durable materials and design details.
- Safe, well-lighted, well-maintained facilities.
- "Parker-friendly" auto circulation - a floorplate with minimum 240' width providing four parking bays allowing easy one-way auto travel.



Parking Framework